

DE 195 36 989, "STEERING CONTROL SYSTEM FOR A MOTOR VEHICLE," discloses a steering control system in which a first torque is applied to steered wheels in a conventional manner by a driver actuating a steering wheel, and in which an additional torque is applied to the steering gear by means of an electric motor. The electric motor is actuated in response to a sensed lateral dynamic state of the vehicle to control the lateral stability of the vehicle even during exterior disturbances, such as side winds. Such exterior disturbances are detected as lateral dynamic states of the vehicle, such as the yaw rate of the vehicle. The steering control system creates a steering reaction, which counteracts such a lateral dynamic state, by applying the additional torque to the steered wheels, which allows the vehicle to maintain a straight course without any special efforts on the part of the driver. The system is also able to control torque steer effects caused by applying a driving force to the steered wheels.

WO 2002076806, "VEHICLE STEERING SYSTEM FOR CONTROLLING A STEERING OR STEERING LOCK ANGLE OF AT LEAST ONE WHEEL OF A VEHICLE," discloses a vehicle steering system for controlling a steering angle of the steered wheels of a vehicle, comprising the following: a steering wheel; a detecting device for detecting the degree of actuation of the steering wheel; a mechanical interconnection between the steering wheel and the steered vehicle wheels; an adjustment unit for assisted adjustment of the steering angle; a control device for the adjustment unit, wherein the actual manual torque or force that is to be exerted by the driver to control the vehicle is regulated by the control device depending on vehicle state parameters, wherein the control device has a vehicle state regulator which generates an adjustment parameter  $T_{req}$  with the aid of state parameters of the vehicle, in which the steering forces exerted by the driver would be minimal, so that practically torque-free steering could be realized and a reference variable lock-on produces a reference variable  $T_{ref}$  for the manual torque  $T_{driver, req}$  to be exerted by the driver.